

## DESIGN STANDARDS

### I. Streets and Roads

The design of all roads within the Planning Area shall be in accordance with the accepted policies of the North Carolina Department of Transportation, Division of Highways, as taken or modified from the American Association of State Highway Officials' (AASHTO) manuals.

The provision of street rights-of-way shall conform and meet the recommendations of the Thoroughfare Plan, as adopted by the municipality.

The proposed street layout shall be coordinated with the existing street system of the surrounding area. Normally the proposed streets should be the extension of existing streets if possible.

- A. Right-of-way Widths - Right-of-way (ROW) widths shall not be less than the following and shall apply except in those cases where ROW requirements have been specifically set out in the Thoroughfare Plan.

1. Rural	Min. ROW
a. Principle Arterial	
Freeways	105 m (350 ft)
Other	60 m (200 ft)
b. Minor Arterial	30 m (100 ft)
c. Major Collector	30 m (100 ft)
d. Minor Collector	24 m (80 ft)
e. Local Road	18 m <sup>1</sup> (60 ft)
2. Urban	
a. Major Thoroughfare other than Freeway and Expressway	27 m (90 ft)
b. Minor Thoroughfare	21 m (70 ft)
c. Local Street	18 m <sup>1</sup> (60 ft)
d. Cul-de-sac	Variable <sup>2</sup>

The subdivider will only be required to dedicate a maximum of 30 meters (100 ft) of right-of-way. In cases where over 30 meters (100 ft) of right-of-way is

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<sup>1</sup> The desirable minimum right-of-way (ROW) is 18 meters (60 ft). If curb and gutter is provided, 15 meters (50 ft) of ROW is adequate on local residential streets.

<sup>2</sup> The ROW dimension will depend on radius used for vehicular turn around. Distance from edge of pavement of turn around to ROW should not be less than distance from edge of pavement to ROW on street approaching turn around.